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SEN. ERNEST HOLLINGS (D-S.C.) appears serious about movement toward a re-regulated aviation system. Speaking last week at the first of three hearings scheduled through November on the matter, Hollings said "plain and simple, the fact is economic pressures brought about by deregulation have eroded the margin of safety in the skies. As long as I am chairman, I will accept no knee-jerk reactions against the possibility of reimposing Government regulations in the interest of safety."

FAA ADMINISTRATOR Allan McArtor refuted charges that claim there is an erosion of safety caused by deregulation. McArtor said the crisis was not one of safety, but one of public confidence, adding his "Impact '88" program is designed to deal with that problem. McArtor said if he ever felt traffic growth stemming from deregulation presented a safety risk "I would take action this afternoon."

INCREASED FUNDING for safety improvements at small airports was requested of Congress last week by the Regional Airline Association, which also requested more use of aviation trust fund money to improve access to hub airports through additional runways and precision approach aids.

PIPER TO OFFER TURBINE-POWERED, SINGLE-ENGINE MALIBU

Piper Aircraft Corp. will develop a turbine-powered version of its six-seat Malibu single-engine aircraft, M. Stuart Millar, Piper president said last week at the Aircraft Owners and Pilots Association. Aircraft, which will be priced at $698,000, fully IFR equipped, will be scheduled for delivery in 1989 following an extensive flight certification program.

Aircraft will be powered by the Pratt & Whitney PT6A 11 engine. Aircraft weight will be 4,400 pounds. Initial rate of climb through 15,000 feet will exceed 1,500 FPM with climbing time to the certified altitude of 25,000 feet just under 18 minutes. Maximum cruise will be obtained at 25,000 feet and is targeted for 240 knots, Piper said. Millar said the aircraft is "a direct response to the input Piper has received from its customers since the piston-powered Malibu was introduced in 1984." He said while the existing Malibu airframe will be used, the project "will require an extensive flight certification program which should begin within the next few months." Orders for the aircraft will be taken beginning in January. Progress of the certification program will be included in a quarterly Piper newsletter scheduled to begin publication by yearend, Millar said.

SENATE APPROPRIATIONS SETS FINAL FUNDING LEVELS

Senate Appropriations has recommended the establishment of "aviation safety indicators" to "end the protracted polarized debate over the margin or level of safety in air traffic operations." In its report on fiscal 1988 Transportation Department appropriations legislation (H.R.2890), the Committee directed the Federal Aviation Administration to "initiate development of the standards not later than 60 days after the enactment of this legislation." Standards should be able to be used "with confidence to measure the safety performance of FAA's air traffic operations on a consistent basis over time," the Committee said. In developing the standards, Appropriations said FAA should consult with the National Transportation Safety Board, the Aviation Safety Commission, representatives of the aviation system user community and other organizations with "pertinent expertise."

Overall final funding levels in the Senate appropriations bill are lower than those allowed by the

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – THIRD QUARTER UNIT SHIPMENTS

		3rd Quarter 87	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	3	6
TB-10	Tobago	11	25
TB-20	Trinidad	3	30
TB-21	Trinidad TC	0	3
R235		0	0
TOTAL		17	64
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-C23	Sundowner	0	0
BE-C24R	Sierra	0	0
BE-F33A	Bonanza	26	73
BE-F33C	Bonanza	1	1
BE-A36	Bonanza	12	35
BE-36TC	Bonanza	3	7
• Multi-Engine			
BE-58	Baron	8	13
BE-58P	Baron	0	1
BE-76	Dutchess	0	3
BE-C99	Airliner	0	0
BE-C90-1	King Air	5	10
BE-F90-1	King Air	0	1
BE-200	Super King Air	8	23
BE-200C	Super King Air	0	1
BE-300	Super King Air	11	27
BE-200T	Super King Air	0	0
BE-1900C	Commuter	4	9
Beechjet 400		7	11
Diamond IA		0	0
TOTAL		85	215
Manufacturers net billing – $96,417,581			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	12	40
BAe 146		6	15
HS-125 Model A		3	11
HS-125 Model B		3	7
TOTAL		24	73
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	0	0
BN-2T	Islander	5	17
Mark III	Trislander	0	2
TOTAL		5	19
CANADAIR			
• Multi-Engine			
CL-600	Challenger	0	0
CL-601	Challenger	4	13
TOTAL		4	13
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152		0	0
CE-172	Skyhawk	0	1
CE-172RG	Cutlass	0	0
CE-182	Skylane	0	0
CE-182	Turbo Skylane	0	0
CE-182RG	Skylane RG	0	0
CE-182RG	Turbo Skylane RG	0	0
CE-U206	Stationair 6	0	2
CE-TU206	Turbo Stationair 6	0	0
CE-208	Caravan I	19	50
CE-210	Centurion	0	3
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-406	Caravan II	4	7
CE-414	Chancellor	0	0
CE-421	Golden Eagle	0	0
CE-425	Conquest I	2	6
CE-441	Conquest II	0	6
CE-550	Citation I	0	0
CE-550	Citation II	6	9
CE-S550	Citation S/II	3	16
CE-650	Citation III	4	21
REIMS AVIATION			
• Single-Engine			
CE-F152		0	18
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
TOTAL		38	139
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	2	2
AD-My.20	Falcon	0	0
AD-My.200	Falcon	1	3
AD-My.50	Falcon	2	5
AD-My.900	Falcon	7	13
TOTAL		12	23
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	1
DHC-7		0	1
DHC-8		6	24
TOTAL		6	26
EMBRAER			
• Single-Engine			
EMB-201	Ipanema	9	20
EMB-711	Corisco	1	1
EMB-712	Tupi	1	2
EMB-720	Minuano	2	6
• Multi-Engine			
EMB-110	Bandeirante	3	7
EMB-120	Brasilia	10	23
EMB-121	Xingu	1	2
EMB-810D	Seneca II	4	22
EMB-820		1	1
EMB-821	Carajah	1	5
TOTAL		33	89
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		3	24
Expediter		0	0
TOTAL		3	24
GATES-LEARJET			
• Multi-Engine			
LR-35A		5	7
LR-36A		0	0
LR-55		1	3
TOTAL		6	10
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-1159A	Gulfstream III	*	6
G-1159C	Gulfstream IV	*	11
TOTAL		*	17
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	*	4
1124A	Westwind 2	*	0
Astra		*	1
TOTAL		*	5
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	2
LA-250	Renegade	6	14
TOTAL		6	16
MAULE AIR INC.			
• Single-Engine			
M-5-180C		1	4
M-5-200		0	0
M-5-235C	Lunar Rocket	0	2

		3rd Quarter 78	Cal. Year
M-6-235		2	4
MX-7-180	Super Rocket	1	4
M-7-235	Super Rocket	3	13
MX-7-235		1	16
TOTAL		8	43

Manufacturers net billing — $448,816

MOONEY AIRCRAFT CORP.

• Single-Engine			
M-20J	201 Lean Machine	9	26
M-20J	205	11	33
M-20K	252	13	47
TOTAL		33	106

PIPER AIRCRAFT CORP.

• Single-Engine			
PA-28-161	Warrior	*	13
PA-28-181	Archer II	*	25
PA-28-236	Dakota	*	12
PA-28RT-201T	Turbo Arrow IV	*	18
PA-32-301	Saratoga	*	15
PA-32R-301	Saratoga SP	*	6
PA-32R-301T	Turbo Saratoga SP	*	2
PA-46-310P	Malibu	*	33
• Multi-Engine			
PA-31-350	Chieftain	*	0
PA-31-500	Cheyenne IA	*	1
PA-31-620	Cheyenne IIXL	*	2
PA-34-220T	Seneca III	*	33
PA-42-720	Cheyenne III	*	0
PA-42-720	Cheyenne IIIA	*	6
PA-42-1000	Cheyenne 400LS	*	3
PA-44-180	Seminole	*	0
PA-44-180T	Turbo Seminole	*	0
PA-T1040		*	0
TOTAL		*	169

SHORT BROTHERS LTD.

• Multi-Engine			
SBJ-CS-7	Skyvan	0	0
SD-3-30		0	0
SD-3-60		3	15
TOTAL		3	15
	SINGLE-ENGINE	138	554
	MULTI-ENGINE	145	512
	GRAND TOTAL	283	1,066

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	3rd Quarter			Calendar Year to Date		
	1987	1986	1985	1987	1986	1985
Aerospatiale	17	24	13	64	71	48
Beech	85	78	77	215	186	223
British Aerospace	24	21	15	73	49	54
Britten-Norman	5	2	1	19	6	7
Canadair	4	6	4	13	10	5
Cessna	38	136	311	139	403	717
Dassault	12	3	1	23	13	14
De Havilland	6	6	8	26	26	31
Embraer	33	24	39	89	71	88
Fairchild	3	8	8	24	24	17
Gates	6	5	4	10	12	17
Gulfstream	*	4	17	17	12	43
Israel	*	4	2	5	9	8
Lake	6	6	7	16	18	18
Maule Air	9	12	24	43	44	65
Mooney	33	13	7	106	79	59
Piper	*	*	114	169	136	401
Short	3	3	6	15	14	14
TOTAL	283	355	658	1,066	1,183	1,821

* Figures not available